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PETER HEYWOOD,
MIDSHIPMAN OF THE BOUNTY.

[Continued.]

"*Isle of Man, 22d June, 1792.*

"Harrassed by the most torturing suspense, and miserably wretched as I have been, my dearest uncle, since the receipt of your last, conceive, if it is possible, the heartfelt joy and satisfaction we experienced yesterday morning, when on the arrival of the packet, the dear delightful letter from our beloved Peter (a copy of which I send you enclosed) was brought to us. [This refers to the letter addressed to his mother, from Batavia.] Surely, my excellent friend, you will agree with me, in thinking there could not be a stronger proof of his innocence and worth, and that it must prejudice every person who reads it most powerfully in his favor. Such a letter, in less distressful

circumstances than those in which [he writes would, I am persuaded, reflect honor on the pen of a person much older than my poor brother. But when we consider his extreme youth (only sixteen at the time of the mutiny, and now but nineteen), his fortitude, patience, and manly resignation under the pressure of sufferings and misfortunes almost unheard of, and scarcely to be supported at any age, without the assistance of that which seems to be my dear brother's greatest comfort, a quiet conscience and a thorough conviction of his own innocence,—when I add at the same time, with real pleasure and satisfaction, that his relation corresponds in many particulars with the accounts we have hitherto heard of the fatal mutiny,—and when I also add, with inconceivable pride, and delight that my beloved Peter never was known to breathe a syllable

inconsistent with truth and honor—when these circumstances, my dear uncle, are all united, what man on earth can doubt of the innocence which could dictate such a letter? In short, let it speak for him. The perusal of his artless and pathetic story will, I am persuaded, be a stronger recommendation in his favor than anything I can urge.

"I need not tire your patience, my ever-loved uncle, by dwelling longer on this subject (the dearest and most interesting on earth to my heart); let me conjure you only, my kind friend, to read it, and consider the innocence and defenceless situation of its unfortunate author, which calls for, and I am sure, deserves all the pity and assistance his friends can afford him, and which, I am sure also, the goodness and benevolence of your heart will prompt you to exert in his behalf. It is perfectly unnecessary for me to add, after the anxiety I feel, and cannot but express, that no benefit conferred upon myself will be acknowledged with half the gratitude I must ever feel for the smallest instance of kindness shown to my beloved Peter. Farewell, my dearest uncle. With the firmest reliance on your kind and generous promises, I am ever, with the truest gratitude and sincerity,

"Your most affectionate niece,

"NESSY HEYWOOD."

As soon as the arrival of Heywood was known, the poor mother addressed him thus:—

Isle of Man, June 29, 1792.

"Oh! my ever dearly-beloved and long-lost son, with what

anxiety have I waited for this period! I have counted the days, hours and even minutes since I first heard of the horrid and unfortunate mutiny which has so long deprived me of my dearest boy: but now the happy time is come when, though I cannot have the unspeakable pleasure of seeing and embracing you, yet I hope we may be allowed to correspond; surely there can be nothing improper in a liberty of this sort between an affectionate mother and her dutiful and beloved son, who, I am perfectly convinced, was never guilty of the crime he has been suspected of by those who did not know his worth and truth. I have not the least doubt but that the all-gracious God, who of his good providence has protected you so long, and brought you safe through so many dangers and difficulties, will still protect you, and at your trial make your innocence appear as clear as light. All your letters have come safe to me, and to my very dear good Nessy. Ah! Peter, with what real joy did we all receive them, and how happy are we that you are now safe in England! I will endeavor, my dearest lad, to make your present situation as comfortable as possible, for so affectionate and good a son deserves my utmost attention. Nessy has written to our faithful and kind friend, Mr. Heywood, of Plymouth, for his advice, whether it would be proper for her to come up to you; if he consents to her so doing, not a moment shall be lost, and how happy shall I be when she is with you! such a sister as she is! Oh! Peter, she is a most valuable girl," &c.

On the same day this "most valuable girl" thus writes:—

"My dearest and most beloved brother,—Thanks to that Almighty Providence which has so miraculously preserved you, your fond, anxious, and, till now, miserable Nelly, is at last permitted to address the object of her tenderest affection in England! Oh! my admirable my heroic boy, what have we felt on your account! yet how small, how infinitely trifling was the misery of our situation, when compared with the horror of yours! Let me now, however, with confidence hope that the God of all mercies has not so long protected you in vain, but will at length crown your fortitude and pious resignation to his will with that peace and happiness you so richly merit. How blest did your delightful and yet dreadful letter from Batavia make us all! Surely, my beloved boy, you could not for a moment imagine we ever supposed you guilty of the crime of mutiny. No, no; believe me, no earthly power could have persuaded us that it was possible for you to do any thing inconsistent with strict honor and duty. So well did we know your amiable, steady principles, that we were assured your reasons for staying behind would turn out such as you represent them; and I firmly trust that Providence will at length restore you to those dear and affectionate friends, who can know no happiness until they are blest with your loved society. Take care of your precious health, my angelic boy. I shall soon be with you; I have written to Mr. Heywood (your and our excellent friend and protector) for

his permission to go to you immediately, which my uncle Heywood, without first obtaining it, would not allow, fearing lest any precipitate step might injure you at present; and I only wait the arrival of his next letter to fly into your arms. Oh! my best beloved Peter, how I anticipate the rapture of that moment!—for, alas! I have no joy, no happiness, but in your beloved society, and no hopes, no fears, no wishes, but for you."

Mr. Heywood's sisters all address their unfortunate brother in the same affectionate but less impassioned strain; and a little trait of good feeling is mentioned, on the part of an old female servant, that shows what a happy and attached family the Heywoods were, previous to the melancholy affair in which their boy became entangled. Mrs. Heywood says,—

"My good honest Birket is very well, and says your safe return has made her more happy than she has been for these two-and-forty years she has been in our family."

The poor prisoner thus replies, from his majesty's ship Hector, to his "beloved sisters all:—"

"This day I had the supreme happiness of your long expected letters, and I am not able to express the pleasure and joy they afforded me; at the sight of them my spirits, low and dejected, were at once exhilarated; my heart had long and greatly suffered from my impatience to hear from those most dear to me, and was tossed and tormented by the storms of fearful conjecture—but they are now subsided, and my bosom has at length attained that long-lost serenity and calmness it once

enjoyed; for you may believe me when I say it never yet has suffered any disquiet from my own misfortunes, but from a truly anxious solicitude for, and desire to hear of, your welfare. God be thanked, you still entertain such an opinion of me as I will flatter myself I have deserved; but why do I say so? Can I make myself too worthy the affectionate praises of such amiable sisters? Oh! my Nessay, it grieves me to think I must be under the necessity, however heart-breaking to myself, of desiring you will relinquish your most affectionate design of coming to see me; it is too long and tedious a journey, and even on your arrival you would not be allowed the wished-for happiness, both to you and myself, of seeing, much less conversing with, your unfortunate brother: the rules of the service are so strict, that prisoners are not permitted to have any communication with female relations; thus even the sight of, and conversation with, so truly affectionate a sister, is for the present denied me! The happiness of such an interview let us defer till a time (which, please God, will arrive,) when it can be enjoyed with more freedom, and unobserved by the gazing eyes of an inquisitive world, which in my present place of confinement would of course not be the case.

"I am very happy to hear that poor old Birket is still alive; remember me to her, and tell her not to *heave aback*, until God grants me the pleasure of seeing her.

"And now, my dear Nessay, cease to anticipate the happiness of personal communication

with your poor but resigned brother, until wished-for freedom removes the indignant shackles I now bear from the feet of your fond and most affectionate brother. P. H."

On the 15th July, Commodore Pasley addressed the following business-like letter to Miss Heywood:—

"I received your letter, my dearest Nessay, with the enclosure (her brother's narrative), but did not choose to answer it until I had made a thorough investigation; that is, seen personally all the principal evidences, which has ever since occupied my whole thoughts and time. I have also had some letters from himself; and notwithstanding he must still continue in confinement, every attention and indulgence possible is granted him by Captain Montague of the *Hector*, who is my particular friend. I have no doubt of the truth of your brother's narrative; the master, boatswain, gunner, and carpenter, late of the *Bounty*, I have seen, and have the pleasure to assure you that they are all favorable, and corroborate what he says. That *fellow*, Captain Edwards, whose inhuman rigor of confinement I shall never forget, I have likewise seen; he cannot deny that Peter avowed himself late of the *Bounty* when he came voluntarily aboard; this is a favorable circumstance. I have been at the Admiralty, and read over all the depositions taken and sent home by Bligh and his officers from Batavia, likewise the court-martial on himself; in none of which appears anything against Peter. As soon as Lieutenant Hayward

arrives with the remainder of the Pandora's crew, the court-martial is to take place. I shall certainly attend, and we must have an able counsellor to assist, for I will not deceive you, my dear Nussy, however favorable circumstances may appear, our martial law is severe; by the tenor of it, the man who stands neuter is equally guilty with him who lifts his arm against his captain in such cases. His extreme youth, and his delivering himself up, are the strong points of his defence. Adieu! my dearest Nussy; present my love to your mother and sisters, and rest assured of my utmost exertions to extricate your brother.

"Your affectionate uncle,

"T. PASLEY."

This excellent man did not stop here: knowing that sea-officers have a great aversion to counsel, he writes to say,—

"A friend of mine, Mr. Graham, who has been secretary to the different admirals on the Newfoundland station for these twelve years, and consequently has acted as judge-advocate at courts-martial all that time, has offered me to attend you; he has a thorough knowledge of the service, uncommon abilities, and is a very good lawyer. He has already had most of the evidences with him. Adieu! my young friend; keep up your spirits, and rest assured I shall be watchful for your good. My heart will be more at ease if I can get my friend Graham to go down, than if you were attended by the first counsel in England."

Mr. Graham accordingly attended, and was of the greatest service at the trial.

Miss Heywood having in one of her letters inquired of her brother how tall he was, and having received information on this point, expressed some surprise that he was not taller. He replies,—

"And so you are surprised I am not taller!—Ah, Nussy! let me ask you this—suppose the last two years of *your* growth had been retarded by close confinement,—nearly deprived of all kinds of necessary aliment—shut up from the all cheering light of the sun for the space of five months, and never suffered to breathe the fresh air (an enjoyment which Providence denies to none of his creatures) during all that time—and without any kind of exercise to stretch and supple your limbs—beside many other inconveniences which I will not pain you by mentioning—how tall should you have been, my dear sister?—answer, four feet nothing. But enough of nonsense.

Nussy expressed a strong desire to see her brother, but she was told that the rules of the service would not allow it; also, that it would agitate him, when he ought to be cool and collected, to meet his approaching trial. This was quite enough; but as for herself, she says,—

"No danger, no fatigue, no difficulties would deter me—I have youth, and health, and excellent natural spirits—these and the strength of my affection would support me through it all; if I were not allowed to see you, yet being in the same place which contains you, would be joy inexpressible! I will not, however, any longer desire it, but will learn to imitate your fortitude and patience."

Among the numerous friends that interested themselves in the fate of this unhappy youth was his uncle Colonel Holwell. About a fortnight before the trial he writes to him thus:—

“21st August, 1792.

“My very dear Peter,

“I have this day received yours of the 18th, and am happy to find by its contents, that notwithstanding your long and cruel confinement, you still preserve your health, and write in good spirits. Preserve it my dear boy, awful as the approaching period must be even to the most innocent, but from which all who know you have not a doubt of your rising as immaculate as a new-born infant. I have known you from your cradle, and have often marked with pleasure and surprise the many assiduous instances (far beyond your years) you have given of filial duty and paternal affection to the best of parents, and to brothers and sisters who doted on you. Your education has been the best: and from these considerations alone, without the very clear evidence of your own testimony, I would as soon believe the Archbishop of Canterbury would set fire to the city of London as suppose you could, directly or indirectly, join in such an absurd piece of business. Truly sorry am I that my state of health will not permit me to go down to Portsmouth, to give this testimony publicly before that respectable tribunal where your country's laws have justly ordained you must appear; but consider this as the *touchstone*, my dear boy, by which your worth must be known. Six years in the navy myself and twenty-eight years

a soldier, I flatter myself my judgment will not prove erroneous. That Power, my dear Peter, of whose grace and mercy you seem to have so just a sense, will not now forsake you. Your dear aunt is as must be expected in such a trying situation, but more from your present sufferings than from any apprehension of what is to follow, &c.

With similar testimonies and most favorable auguries from Commodore Pasley, the Rev. Dr Scott of the Isle of Man, and others, young Heywood went to the long and anxiously expected trial, which commenced on the 12th September, and continued to the 18th of that month.

The last letter from his beloved Nussy previous to the awful event thus concludes:—

“May that Almighty Providence whose tender care has hitherto preserved you be still your powerful protector! may he instil into the hearts of your judges every sentiment of justice, generosity, and compassion! may hope, innocence, and integrity be your firm support! and liberty, glory, and honor your just reward! may all good angels guard you from even the appearance of danger! and may you at length be restored to us, the delight, the pride of your adoring friends, and the sole happiness and felicity of that fond heart which animates the bosom of my dear Peter's most faithful and truly affectionate sister.

N. H.”

Speech of Peter Heywood before the court-martial:

After the witnesses had all given in their testimony, and

permission was granted to the prisoner to address the court, young Heywood made his defence as follows:—

My Lords and Gentlemen of this honorable court:—Your attention has already been sufficiently exercised in the painful narrative of this trial; it is therefore my duty to trespass further upon it as little as possible.

The crime of mutiny for which I am now arraigned is so seriously pregnant with every danger and mischief, that it makes the person so accused, in the eyes not only of military men of every description but of every nation, appear at once the object of unpardonable guilt and exemplary vengeance. In such a character it is my misfortune to appear before this tribunal, and no doubt I must have been gazed at with all that horror and indignation which the conspirators in such a mutiny as that in Captain Bligh's ship so immediately provoke: hard, then, is my fate, that circumstances should so occur to point me out as one of them. Appearances are probably against me, but they are appearances only, for unless I may be deemed guilty for feeling a repugnance at embracing death unnecessarily, I declare before this court and the tribunal of Almighty God, I am innocent of the charge. * * *

* * When first this sad event took place I was sleeping in my hammock; nor till the very moment of being wakened from it, had I the least intimation of what was going on. The spectacle was as sudden to my eyes as it was unknown to my heart, and both were convulsed at the

scene. Matthew Thompson was the first that claimed my attention after waking; he was sitting as sentinel over the arm chest and my berth, and informed me that the captain was a prisoner and that Christain had taken command of the ship. I entreated for permission to go on deck, and soon after the boatswain and carpenter had seen me in my berth as they were going up the fore hatchway; I followed them as is stated in the evidence. It is not in my power to describe my feelings upon seeing the captain as I did, who, with his hands tied behind him, was standing on the quarter deck, abaft the mizen mast, and Christian by his side. My faculties were benumbed, and I did not recover the power of recollection until called by some one to take hold of the tackle fall and assist to get out the launch, which I found was to be given to the captain instead of the large cutter already in the water alongside the ship. It were in vain to say what things I put into the boat, but many were handed in by me, and in doing this it was that my hand touched the cutlass (for I will not attempt to deny what the carpenter hath deposed,) though on my conscience I am persuaded that it was of momentary duration and innocent as to intention. The former is evident from its being unobserved by every witness who saw me on deck, some of whom must have noticed it had it continued a single moment, and the latter is proved by the only person who took notice of the circumstance and has deposed that at the moment he beheld me I was

apparently in a state of absolute stupor. The poison therefore carries with it its antidote, and it seems needless to make any further comment on the subject, for no man can be weak enough to suppose that if I had been armed for the purpose of assisting in the mutiny I should have resumed a weapon in the moment of triumph and when the ship was so completely in possession of the party, all attempts at recovering her would have been impracticable.

The boat and ship, it is true, presented themselves to me without it once occurring that I was at liberty to choose, much less that the choice that I should make would be afterwards deemed criminal, and I bitterly deplore that my extreme youth and inexperience concurred in torturing me with apprehensions and prevented me from preferring the former, for as things have turned out it would have saved me from the disgrace of appearing before you this day as I do. It would have spared the sharp conflicts of my own mind ever since, and the agonizing tears of a tender mother and my much beloved sisters.

Add to my youth and inexperience that I was influenced in my conduct by the example of my mesmates, Messrs. Hallet and Hayward, the former of whom was very much agitated, and the latter though he had been many years at sea, yet when Christian ordered him into the boat, he was evidently alarmed at the perilous situation, and so much overcome by the hoist command that he actually shed tears. My own apprehensions were far from

being lessened at such a circumstance as this, and I fearfully beheld the preparations for the captain's departure as the preliminaries of inevitable destruction, which although I did not think would be more certain yet I feared would be more speedy by the least addition to their number.

To show that I have no disposition to impose on this court, by endeavoring to paint the situation of the boat to be worse than it really was, I need only refer to the captain's own narrative, wherein he says "that she would have sunk with them on the evening of the 3d of May, had it not been for his timely caution of throwing out of some of the stores and all the clothes belonging to the people excepting two suits for each." Now what clothes or stores would they have spared which in weight would have been equal to two men? (for if I had been in her and the poor fellow Norton had not been murdered at Tafoo, she would have been encumbered with our additional weight,) and if it be true that she was saved by those means which the captain says she was, it must follow that if Norton and myself had been in her (to say nothing of Coleman, McIntosh, Norman, and Byrne, who it is confessed were desirous of leaving the ship,) she must either have gone down with us, or to prevent it we must have lightened her of the provisions and other necessary articles and thereby have perished of want—dreadful alternatives. A choice of deaths to those who are certain of dying may be a matter of indifference; but where on the one hand death

appears to be inevitable, and the means of salvation present themselves on the other, however imprudent it might appear to resort to those means in any less trying situation, I think (and I hope at my present time of life) that I shall not be suspected of want of courage, for saying few would hesitate to embrace the latter.

Such, then, was exactly my situation on board the *Bounty*. To be starved to death or drowned seemed to be inevitable if I went on board the boat, and surely it is not to be wondered at if at the age of 16 years, with no one to advise with, and so ignorant of the discipline of the service (having never been at sea before,) as not to know or even suppose it possible, I should determine upon what might afterwards be alleged against me as a crime. I say under such circumstances in so trying a situation, can it be wondered at if I suffered the preservation of my life to be the first, and to supersede every other consideration. Besides through the medium of the master, the captain had directed the rest of the officers to remain on board in hopes of retaking the ship. Such is the master's assertion, and such the report on board, and as it accorded with my own wishes for the preservation of my life, I felt myself doubly justified in staying on board, not only as it seemed to be safer than going into the boat, but from a consideration also of being in the way to be useful in assisting to accomplish so desirable a wish of the captain.

Let it not—for God's sake let it not be argued, that my

fears were groundless and that the arrival of the boat at Timor is proof that my conduct was wrong. This would be judging from the event, and I think I have plainly shown that but for the death of Norton at Tafoo and the prudent order of the captain not to overload the boat, neither himself nor any of the people who were saved with him, would at this moment have been alive to have preferred any charge against me or given evidence at this trial.

[To be Continued.]

Life at Sea.

Log of Ship ———, from New York to San Francisco, kept by B. R., for Rev. Charles J. Jones.

(Concluded.)

THE MATE CONQUERED.

We came very near having a scrape last Thursday night, by the mate making a man wash down the poop for spitting upon it when at the wheel. The watch prepared themselves and mustered aft, but the mate allowed him to go below. I believe God will hear your prayers and direct us in safety to our desired haven.

Monday, 24th, lat. 21 S., long. 98. —We are having splendid weather with strong southeast trades; our passage now seems short and every day's sail tells up now, but not so fast as some would wish. Troubles are plentiful on board; it is certain wherever we go in this world we shall find them, to shun them is an impossibility. I am very glad that Thompson is better and on duty though not perfectly well. Mr. B. was very kind to him in sending victuals from the cabin after finding that he was sick. Capt. B. is as bad as at first in swearing, and he works us on Sunday, which makes the fore-castle sound with nothing but cursing. We met together last night on the

fore hatch and talked about you all and the happy meetings we enjoyed, hoping to return in safety, hoping to meet again.

Tuesday, April 1st.—We are again north and are still carrying the trades. We have had beautiful weather this last week and have painted ship. Friday morning we had to pump ship out after eight bells; after pumping for some time we said that we would get breakfast, I then felt that the time was come for disturbance, but those who had been foremost for it were almost speechless, all past off well. The captain came to me afterwards to ascertain the truth about it.

THE CAPTAIN'S CONFESSION.

Saturday morning I was painting the house with the captain. He asked me if we had service in the fore-castle on Sunday. I said no, but we had them once. We have now plenty of work to do on that day. He then offered the main deck and time for service, and said although he was wicked himself he was no scoffer. I thanked him for the offer. I made it known to all, hoping that we would meet Sunday morning. Nothing was done but coil up the ropes and clear the deck; not much was done thro' the day. Four o'clock in the afternoon was appointed for the service. Seats were set out and all except five came. The mate who does not believe the Bible, sung out for me to be quick and go ahead. He placed himself out of sight of the captain and his wife and fronting me, laughed all the time of service. We sung "Come thou font of every blessing," and read the fifth chapter second book of Cor. I spoke short. I hope to meet next Sunday again. May God hear the prayers which are offered up for us and make each one of us followers of the cross.

Monday 7th, in lat. 10, long. 115.—This last week we have had light winds and calms. I suppose we have the northeast trades now but they are very light; we have had good times this last week, and yesterday morning no decks were washed, we had the day quietly to ourselves,

and at four in the afternoon I held service on the main deck, most all were there and paid good attention. I felt that God was in the midst of us. Surely He is doing this for some good, this never can come to nought, He will hear all your earnest prayers which are offered up continually for souls to be converted to him.

THE SAILOR'S REVENGE.

I intend to write a note to the mate and express my tender feelings for his soul and beg an interview with him. How shall I return thanks if I may be made the instrument in the hands of God to redeem an infidel. May the prayers of us on board and all the dear friends on shore still ascend up to our God and their God. Please tell all our brother seamen at the Home and those who attend your office, tell them for us that there is no pleasure at sea without religion, and we would beg of all that hear you, to try the religion of Jesus. We have ourselves experienced that it is good to serve the Lord. The captain has acknowledged that he never had such a crew before. "Where God presents himself all must be well."

Sunday, 13th, lat. 23 north, long. 134 west.—We have a strong wind this morning and a heavy head sea. We have had to unbend and repair sails. I am very sorry that it will prevent us from having a meeting on deck, for perhaps we may not have another Sunday at sea. Our second mate is off duty and sent to his room. I suppose he will leave in San Francisco. Thompson has been off duty this last week, I fear that he will not be able to go up to the mines with us as he intends to go to the hospital.

Monday, April 28th, lat. 34 north, long. 126 west.—The winds are very light this morning, but we have had a strong breeze this last week from the N. N. E. which has prevented us from gaining much ground.

We are very thankful that God has brought us so far on our passage in safety and in peace. We had a happy meeting yesterday from four to five. I felt that it was good to

meet on a ship's deck while on the bosom of the mighty deep, for divine service, some of the worst of our crew were there. I believe that they felt that it would be better for them to become servants of the most high God. None have experienced a saving change, but I have had personal conversation with five who have a desire to become children of the Lord. I beg that you all will remember us in your prayers, that God will change their hearts and make them such as they ought to be. Thompson is on duty again but not altogether well. Samuel is going with us to the mines, if all goes well. May God keep us all on the narrow path that leads to everlasting life.

Wednesday, 20th.—Strong winds from the Northeast. Yesterday got the anchors off from the main deck and bent cables. We expect soon to reach our destined haven.

ROUGH AND READY, CAL,
May 12th, 1856.

I am very thankful that God has permitted us to arrive at San Francisco on April 28th, all well, and we have continued so up to the present time. We have a Methodist meeting house here and other churches. I am very glad that we have plenty of books with us to lend out. We have brought a great many tracts also to give out. Mr. D. and Mr. Nicolas with myself send their best respects to you and to all, and wish still to be remembered in your prayers. I hope that your church is still prospering under your labors, and with the help of God, may they be crowned with success. I now conclude, hoping that if we never meet again in this world, God may grant that we shall all meet in his Heavenly kingdom.

B. P.

The Power of God's Word.

We have rarely met with a more striking instance of the power of the Bible to force conviction, on an unwilling mind, of its divine origin, or when received, to "make all things new," than is afforded by the follow-

ing narrative of the Rev. John Gray, formerly a missionary in Russia:

On one of the *fetes* of the Greek Church we made the acquaintance of the Governor's priest, who invited himself to pay us a visit that evening. He came, and was found to be a polite, shrewd, and learned gentleman, but a rank infidel. As might be expected, the conversation turned upon the exploits of the day, which he termed a "*farce*" and went on to ridicule all religion as being only a part of State policy to keep the people in fright of futurity, so that they might be the more easily ruled and kept in subjection to the powers that be. This was unexpected as uncalled for, but too explicitly made to be misunderstood. We as explicitly informed him of our surprise, and asked him if he denied the divine inspiration of the Holy Scriptures? He replied, "I do, *in toto*." Was he aware of the consequences, were his infidelity known? "Yes; but he was with gentlemen! *English* gentlemen! in whom he had perfect confidence!" He was assured his confidence would not be abused. And now for the tug of war. He had thrown down the gauntlet, and declared his purpose to give no quarter, nor to ask for any. "You or I," said he, "must be carried off the field."

He denied the truth of Christianity as a revelation from Heaven, and now for its evidences both externally and internally. We must act on the offensive, and he on the defensive. It was ours to prove the fact, and his to disprove it, and he boasted he could do it.

That same evening the battle for truth was commenced, and was renewed night after night, thickening and waxing hotter and hotter as the end drew near. It was an exciting and interesting time to us all. The whole Bible was canvassed in its history, spirit, fulfillment of prophecy, &c.. *Christianity*, and its effects on men, nations, and individuals, in contrast with that produced by all or any other religion current among men.

His opposition was strong, pointed, and bitter for some time, yet always

good natured and polite. He showed no favor, nor asked any. Point after point, however, he yielded, as he found them no longer tenable, till at last, after fighting many a hard-fought battle in resisting the truth, he frankly declared us masters of the full field. This was but the least point gained. *Truth* had fastened itself on his conscience and heart, and he burst into tears, crying, "Gentlemen, tell me, what must I do to be saved?" The haughty infidel, the proud scholar, the priest of the Governor was as a little child, all meek, all humble, all inquiring! But oh, the anguish of his soul! He was *lost*,—had sinned against the Holv Ghost, &c.—could take no comfort, see no hope. "My case," said he, "allows not of hope.

But all must then be kept in secret. Nicodemus-like, he came "by night." We furnished him with the whole Scriptures, which he before never had had, though a priest; and also with many other tracts and books in Russ, all of which he read, read, and read again, and which were greatly blessed to him. He continued his visits, and through the means of reading, conversation, and prayer, at last obtained peace and joy in believing.

Fired with love of souls and for the glory of Christ, one Sabbath, when reading prayers in the church, what should he do but begin to *preach* to the people, telling them, with many tears, how he had been deceiving himself and them, to his and their everlasting ruin, &c. The Governor and his military staff stood amazed for a time, and then hurried out of the church, and home.

The Governor loved his priest, because he was a gentleman and a scholar. No sooner, however, was he seated in his palace, than he sent for him, to know what all this meant, and to apprise him of his great danger. Priests in Russia are not allowed to preach without special license from their bishops, who must first read the sermon and improve it, and who never give such license above two or three times to one man during his life. To preach without this license is fine and imprisonment,

and if persisted in, banishment to Siberia, with degradation from the priesthood.

The priest obeyed the summons without delay, and frankly stated to the Governor his change of heart and mind; that he was not ignorant of the consequences he incurred; but rather than not to preach Christ, he was ready to go to prison and to death. The Governor flattered and coaxed him—warned and entreated him—said he loved and respected him—would stand between him and the penalty he had incurred if he would promise not to fall into a like indiscretion again. He refused to promise, saying, "*Your Excellency, whether it be right to obey God rather than man, judge ye.*" He had given himself to Christ, he felt for souls, the fires of love and zeal burned in his heart; therefore he must preach Christ, and leave consequences to his Master, Jesus.

Again and again the Governor had him at his palace, but in vain. Preach Christ he would, and preach him he did, though for a brief space only, when his Bishop cast him in the common prison for setting at naught his authority. The Governor visited him in prison, thinking there to obtain a promise from him to desist from preaching, and he would obtain his liberty, and restoration to office in church. But no; he told the Governor he was just where God had sent him, and where he loved to be, preaching day and night to eight hundred prisoners, who enjoyed his services and were thankful for them; that he loved his prison for his work's sake, and did not desire his liberty, except he could preach to his flock.

It is needless to say how deeply interested we felt on his account. We could not go to him—that would have exposed him and endangered us—but he often came to us in the dark, his keeper having fullest confidence in his return, and we comforted and advised with him. There was no hope left for him but banishment to Siberia, and there he said he was willing to go and preach in the mines to fellow-sinners. We noticed, with wonder and delight, that though

he knew how much interest we had with the Governor, who honored us often with a visit, and his staff by many calls, yet he never so much as hinted that he wished us to recommend him to his notice and favor in any shape or form. But the fact was—and he knew it—the Governor could do nothing for him except on condition that he would cease preaching. The matter having come to a crisis, we felt that as we had been the means in the hand of God, in some measure, of bringing him into this difficulty, it was our duty, at all hazards, to use our influence to bring him out of it. We therefore waited on the Governor, (who was a German, and not an ignorant, prejudiced, and superstitious Russian), and stated to him the whole facts of the case, without drawback or reserve. He was astonished and delighted, and more than ever loved his priest, and felt interested for him, but said, "I can do nothing for him, *he is the property of the Church*, and I have no voice in the Holy Synod." We replied "But you can, your Excellency, do much for him." He looked amazed, and said "How?" "Write, your Excellency, to the Emperor and state the case to him, and he can, and no doubt will, rid him out of the hands of his persecutors." "Excellent," said he; "let us try it. Go home and write immediately." "No, your Excellency, you must write, not we." "No, no," replied he. "I am not the one to write. You know all the facts of this man's case and conversion from first to last; go home, and just put them on paper as you have stated them to me. They cannot fail to deeply affect the heart of our good and pious Emperor, and enlist his sympathy and interest on his behalf; and, coming from you, will have far more weight with him than coming from me. He might think I had some personal or political interest to serve, while he knows you have none but that of truth and righteousness to seek after."

We came home and did as he bade us, the Governor writing a note indorsing our statements, and sent them to the Emperor. The Christian heart

of the dear Emperor melted and yearned towards him at first sight of our letter, and immediately he sent his order that "*that pestilent fellow who had dared to set at naught the laws of the Holy Synod and authority of his Bishop, should be sent on with all speed to his tribunal in St. Petersburg, where he would be taught to know and do his duty.*" etc. But mark you, orders at the same time came that on his journey he should be treated as a gentleman, and every kindness and attention shown to him and his comforts by the way. He reached St. Petersburg in safety, was brought before the pious Emperor Alexander, who, ere they parted, settled on the good priest an annuity for life, gave him a large house in the city. "where," said the Emperor, "you are at liberty to preach the Gospel at all times, none daring to make you afraid."

Had the Orenburgh Mission achieved no more than this, it had not been in vain.

JOHN GRAY.

Names formerly applied to the American Continent.

Mr. T. C. Kohl, in a communication to the *National Intelligencer*, gives some curious information in regard to the various names which were applied to the American continent during its early history. The first name under which North America became known in Europe (or one portion of it at least) was that of "Wine Land," which was applied by the Northmen; but this name, with the discoveries of the Northmen, was soon forgotten. The first designation which appeared on a map was in 1508, when La Costa, a Spaniard, published it as the "Sea (or coast) discovered by Englishmen." It was so named from the fact that Sebastian Cabot (in 1497) was the first man after the Northmen to sail along the coast of North America. Newfoundland and its vicinity was subsequently called 'Baccalaos,' by the Biscayan fishermen who frequently visited it, from the principal product which it yielded—the codfish—which in the

Biscayan language is called *bacalaos*. Sometimes the title *Regiones Bacca-leorum*—Codfish Regions—was given to a vast tract of North America, if not the whole, and may be considered the first name under which a great part of the continent became known to Europe.

The Spaniards commenced their discoveries in North America with what Ponce de Leon in 1512 called Florida. The Spanish Geographers gave it fanciful names, some designating it as *Terra de Cuba*, the mainland of Cuba, and others *Paria*. The latter term was properly the name which was first given after the second voyage of Columbus (1498) to that part of South America which he discovered. The name *Paria* was applied, probably, in the belief that North and South America were one connected continent, and ought therefore to bear the same name. It lasted a long time, until the magnitude of the two continents was properly recognized, and till the geographers learned that they ought to have distinct names. Many thought it was all one group of large and small islands, and hence the early general designations were such as "The newly found Islands and Countries," "The New World," "The New Sphere," "The West Indies," "The Indies of Occident," or "The New Indies," "The Fourth Part of the World," &c. Of the name "America" Mr. Kohl says:

"Towards the year 1520 the name *America* was introduced in books and maps. Humboldt has given us the history of this name, and has shown that at first a German cosmographer, in one of his books, uttered the opinion that the New World could very appropriately be called America, because Amerigo Vespucci had written so much about it, and had also so much merit in its better discovery. This proposition found applause in Germany, the Netherlands and vicinity; and after the year 1520 we find that name down on many maps, sometimes written *America*, sometimes *Ameria*, *America Provincia*, (the Province America,) or also the *New World America*.

The name is, however, for a long

time exclusively given to South America, which was first circumnavigated all round, and which was first recognized to be an entire continental piece of land by itself, since the expedition to Peru and Chile, after 1530."

The extent and geographical character of North America were not ascertained until a much later date. Many thought it was joined to Asia, and was only a large peninsular, and on many maps the name "Asia" or "India Superior" were applied to Asia and the whole of North America, except Florida and Mexico. Cortez himself, in his progress northward from Mexico, expected to fall in with Upper India and China. When the true character of the continent was discovered, the names applied to it varied with the nationalities and theories of the map makers. The French, who had made great discoveries in North America during the sixteenth century, attempted to affix to it the appellation, "*La Nouvelle France*" (New France); and the French geographer and historian, Thevet, called South America "*La France Antartique*." The Spaniards, with equal ambition, endeavoured to make their famous names of Mexico and Peru still more celebrated and comprehensive by stretching them over the two continents. Numerous Spanish maps called the whole of South America "*El Peru*" and North America "*Mejico* or *Nova Spagna* (New Spain). Even at the close of the sixteenth century, when the name "*America*" had become familiar to the Spaniards, they applied the title "*America Peruvana*" (Peruvian America) to South America. Sometimes they distinguished the two continents by calling the southern "*America*," and the northern "*Nova Spagna*." The Spaniards also extended their name Florida over the whole continent. The English endeavoured to give the name "*Virginia*" to North America. It is a fine name, and would have been a euphonious and handy title for the country. There are scarcely any maps before the year 1750 in which the name America is applied to North America. The writer says:

"I find this word for the first time

in the North on a map of 1576, which accompanies a work of Sir Humphrey Gilbert on his discoveries; but soon after it is often found in the Northern regions, probably only because South America became so filled with names that there was no place more for the great title 'America,' which could easily be put down in the wild and empty deserts of the North. The name was then adopted as a general title for the whole fourth part of the world.

Like the name of America itself, so also the separation of both continents, under the designation of 'South' and 'North America,' appears to have commenced not in the country which owned the greater part of the New World (Spain), but in England, the Netherlands, France and Germany."

Letter from Polynesia.

Revival on board American whale ship Belle—Captain's influence—Missionary's preaching—British line-of-battle ship Monarch—Honolulu Sailors' Home.

HONOLULU, 25th July, 1856.

"As cold water to a thirsty soul, so is good news from a far country," says Solomon. The truth of this proverb is often verified: I doubt not the good news of what the Lord has accomplished on board a certain whale ship, now lying in our harbor, will refresh the hearts of a wide circle of family firesides and a wider circle of Christians in the United States. By some of the readers of the Magazine it will be recollected that the bark Belle, Captain Handy, of Fair Haven, left this port in May, 1855, bound upon a cruise among the Musgrave, Kings Mill, and Caroline Islands. The Rev. Dr. Pierson and wife, with an Hawaiian and wife, all missionaries of the American Board, sailed in the Belle, to be left at Strong's Island, after making

certain explorations in the Mulgrave and Kings Mill groups.

Captain Handy was inclined to open the way for Mr. Pierson's labors among the ship's company. Religious services were held upon the Sabbath, and every evening in the cabin. Before the vessel reached Strong's Island the three officers of the ship came out upon the Lord's side. While the vessel lay there they united with the Mission Church under the Rev. Mr. Snow's care. It was a day to be remembered in the annals of religion in that island. The situation of Mr. Snow and family has been peculiarly lonely and trying. Often have their hearts been made sad by the evil influences exerted by seamen from Christian America, but now another scene was witnessed. Missionary associates landed from a vessel where the spirit of God had been manifested with surprising power. Masters, officers, and sailors vied with each other to refresh and cheer the hearts of the lonely missionaries. More than all, the Holy Spirit's influences were present.

After the vessel left, Captain Handy came out, called his ship's company around him, and proposed continuing the stated religious services upon the Sabbath and during the week. The effect was most gratifying upon all. Nearly every soul was impressed with the one great question, "What shall I do to be saved?" Several took a decided stand upon the Lord's side and still continue steadfast therein. Three of these united with our Bethel Church last Sabbath, and two others were examined and will be admitted if the ship shall remain sufficiently long. As might be expected whaling upon the Sabbath was entirely given

up, all unnecessary work was abandoned, *the cook was not required even to kindle a fire upon the Sabbath!*

Since the vessel has been in port, the ship's company have had considerable intercourse with our religious people in Honolulu connected with our different societies. The occasion has been one of mutual rejoicing and refreshing. This remarkable work gives rise to many reflections.—There has been a great change in the hearts and lives of those who were living in sin; (no one doubts this fact who is acquainted with those concerned,) the truth of the gospel as presented by a faithful missionary has been signally blest. There has been unquestionably an answer to prayer; the fruit of religion is made to appear in the abandonment of sin. The work of missions and the seamen's cause are soon to be identical, and the history of the whole affair affords the most abundant encouragement to prayer and labor.

If I felt at liberty I could state many intensely interesting incidents connected with this chapter in the history of Christ's Kingdom. For example, five of the converts were educated Catholics—those who were most bitterly prejudiced against the missions and missionaries have become their warmest friends—the most unlikely subjects have been wrought upon. Attention to religion does not disqualify men to be *successful* in wordly matters.

I have been acquainted with Captain Handy for several years, and have known that he was a peculiarly successful shipmaster in the management of his crew. This will appear when I state that his mate has been with him eighteen years, his

second mate eleven years, and third mate fifteen years. One of his sailors has been with him nine years, and several are now upon their second voyage on board the Belle. On his last voyage Captain Handy was absent from the United States nearly if not quite eight years. He would make a short cruise into port, sell his oil, remit the proceeds, and go out again; and still he kept his men by him. Some may be ready to ask, what is the secret? How is he able to succeed so well? Does he not have better men? I am not going to say that I have discovered the secret, but some things I will however note down; a word to the wise is sufficient. Captain Handy is strictly just and honest with his sailors, gives them good lays, kindly gives them advice, requires strict obedience, and now is not ashamed to have it known that he is solicitous for their spiritual good. He is well spoken of by his men, by those whom he has punished even. I have been led to make these remarks because I am more and more convinced that good masters make good sailors.

Last week a large British line-of-battle ship, the Monarch, left Honolulu. During her stay in port I had some opportunity of becoming acquainted with the mode of discipline on board a vessel having a crew of between seven and eight hundred men. In the first place, the admiral and the captain were decidedly religious men. They aimed to have a religious influence exercised over the crew by the officers. Religious services were held twice upon the Sabbath for all the ship's company; in the evening in the admiral's cabin for any that chose to attend. Every morning public prayers at 8 o'clock for the watch! Profane swearing

was discouraged and in aggravated instances punished. I never knew a vessel of war where there was probably so little profanity compared with the number of the men. The moral and religious influence was so strong that it was seen in the general *softening* of the habits and manners of the men. Before leaving, the commander, who conducts the *singing*, obtained a supply of hymn-books from me for the use of the crew. I consider it no small compliment that a British man-of-war should adopt an American selection of religious hymns. Depend upon it that the two nations will not go to war if they can be brought to sing the same hymns on board their vessels of war. Only imagine the incongruity of the scene, if an English and an American vessel should meet on a Sabbath morning in deadly conflict, after having sung from the same collection of hymns,—

"Blest be the tie that binds
Our hearts in Christian love:
The fellowship of kindred minds
Is like to that above.

The wickedness of war and sin of killing men in battle, ought to be made in every way apparent. All wars are unnatural, and a war between the English and American people would be especially such.

But I have written a much longer letter than I designed, and will close by stating that we are now preparing to open our Sailor's Home, on or about the 1st of September. It is to be under the charge of Mr. and Mrs. Thrum, persons in whom the trustees and our community have great confidence. At the opening we shall be able to accommodate fifty lodgers, and more if called upon. We hope to start without the depressing influence of a crushing debt. More anon.

Yours truly, S. C. D.

Another Floating Bethel.

The very efficient labors of a Boston merchant in Bible and Tract distribution among seamen, in the port of Shanghai, China, were noticed in our last Annual Report. The following extract from a letter from him dated June 20, 1856, has been kindly furnished to us by Captain Thomas V. Sullivan, missionary at large among seamen in Boston.

We gladly publish it, as showing progress and success in his work in that important field.

The first meeting was held last Sabbath morning in the *Shanghai Mariners' Bethel*. A vessel that was condemned as unseaworthy has been fitted up for the purpose, and under a Bethel Flag flying from the mast head every Sabbath, to call the sons of the ocean to the house of God, we expect to see much accomplished. The services will be conducted by the different missionaries in port, comprising all the different evangelical denominations. The vessel is moored some 40 rods from the shore. We have three boats, each with a Bethel Flag, to bring the sailors from the ships, and carry them back again when the services are over. The last Sabbath we had 46, a very good number for a commencement, I think you will say. We have two services, in the morning at ten and evening at seven o'clock. This with the Bible and Tract distribution among the shipping, will keep us busy through the Sabbath, and enable us to enjoy what has been long needed and too long neglected. May the Lord bless and own it for his cause and the promotion of his glory. A. L. F.

"All Aboard." ¶

Little did the passengers of the ill-fated Pacific think, when these words were echoed from her deck, that they were all aboard for eternity. When the land buried itself in the broad expanse of water, when the evening stars peeped forth from the vaulted roof of heaven, when the pale moon shed its softened rays of light, and reflected their floating home in the mirror of waters, what a feeling of

loneliness must have crept over their hearts. They were far from home, with no green hills to afford relief to the wearied mind, but all silent, desolate, and forsaken, save by those spirits which ever hover over the solitude of nature. But this loneliness was but transient; the morning sun, as it rises from its eastern bed of glory, will bring cheerfulness with its welcome presence, and gay spirits will drive despondency away. Home and its comforts will loom up in the mind's eye, and time will pass as merrily as if the green sod were beneath their feet, instead of a frail plank, the only barrier between them and eternity. What a scene of terror and despair would have been enacted, if, in the midst of their pleasures, the grim spectre, Death, the pilot of their ship, had revealed himself, and told them whither they were going. To eternity. What a journey for those not prepared to travel it; yet all men—be they rich or poor, bond or free, must, sooner or later, be called to travel it. We might follow this ship on her fatal voyage. She has gone never to return again, and over her fate the great black pall of mystery will hang, never to be raised, until the sea shall give up its dead, and the mysteries which lie hid in its great depths shall all be revealed. When I stand at the railroad station and hear that oft-repeated summons, "all aboard," I cannot help thinking of that train which runs daily between this world and eternity. Often as I watch the excitement which attends the departure, as I note the eagerness evinced by many for the final start, or the murmurings of some at the unexpected delay, I can not banish the thought, that there may be more than one on that train who has taken his passage for eternity. And as I watch the white curling smoke, wreathing itself around the flying train, it reminds me of the white winged messenger of death, who ever follows in the track of mortality. Ah—that train may carry many through the valley of death. When the shrill whistle blows, it will be to break up for no earthly station, but for eternity. When the fare is col-

lected, it will be by the conductor of all trains, and what a collection that will be, not for an hour, a day, or a year's ride, but for a life time. How many will find themselves unable to pay the account. The rich man, who started with boundless wealth at his control, will beg for an extension, but on that train there is no credit given, all "promises to pay" will be as idle as the wind, the great "Banker of the universe" will demand, not gold and silver—but that heavenly treasure, without which the rich man becomes poor; and with it, the poor man rich.

Then step forward, all ye who wish "a safe trip and good company," take a divine security, and then, when seated in the car of death, you need fear no trouble, for these will be a safeguard against danger, and a passport to eternal joy. If you would secure heaven, remember that notice which greets you at every station on earth's railway, "Passengers must procure their tickets before taking seats in the cars." The extra demand cannot be reckoned by dollars or cents. All the wealth of the world is insufficient to compass it; tickets must be procured before entering the presence of the stern conductor of human life, or the fearful penalty must be exacted. My friend, have you purchased your ticket? If not, hasten while the office is open, and secure one. You may be too late if you delay an hour, for even now the eternal train is whirling onward with lightning speed, and you may be destined for the next passenger. Before another sun shall have risen, you may be far on your journey. Then hasten to obtain a ticket; it will cost but little, yet its worth is boundless, and when the great archangel of death shall blow the shrill whistle, heralding the approaching train, you can bid your friends good bye with a hearty good will, conscious that you are prepared for the journey, and when the parting "all aboard" shall ascend on high, no troubled spirit will be yours, but a sweet assurance of mind that you will pass safely through the gates into the city.—*Alonzo Bell, in N. Y. Evangelist.*

NAVAL JOURNAL.

Return of the U. S. Ship Vandalia.

The United States Ship *Vandalia*, the rear guard of the Japan squadron, arrived at Portsmouth, N. H., was absent from the United States three years and seven months, during which she sailed 54,000 miles, and visited the following places, viz:—Rio de Janeiro; Miew bay and Angier, Island of Java; Singapore, twice; Whampoa, three times; Hong Kong, seven times; Shanghai, Fuchau, and Amoy; Napa, Island of Lew Chew; Kanagawa, Yokohama, Uruga, Simoda, twice, and Hakodadi, in Japan; the Island of Guam, one of the Ladrone group in the Pacific; Manila; and Jamestown, Island of St. Helena. She has been emphatically the working ship of the squadron. Nine months was the longest consecutive period she remained at any one port, and that was at Shanghai. She was present at the bombardment, assault, and capture of that celebrated city, and during the whole of her stay there, maintained on shore a guard of seamen and marines, to preserve the neutrality of the foreign settlement, and protect the persons and property of American residents from being injured in the struggle then waging between the Chinese imperialists and insurgents.

In the Bay of Jeddo, she was actively employed in the survey of that

noble sheet of water, and was selected to convey the Commissioners to Uruga where the preliminaries of negotiation were arranged.

This ship also assisted to exterminate the hordes of pirates that infest the Chinese waters. Upon one occasion, while lying at anchor, becalmed, in the delta of Pearl River, near Hong Kong, some of these miscreants were seen boarding and plundering trading junks, almost within range of her broadside. Three boats were instantly lowered, and manned by a party of seamen and marines, under the command of Lt. John Walcutt, who went in pursuit. The pirates laden with booty, took to an island about two miles distant, where they ensconced themselves behind some precipitous rocks, and kept up a continuous fire upon the advancing boats. The *Vandalia's* dashed on through a shower of grape and musket balls, landed, scaled the rocks, routed out the nest of rascals, and killed and wounded an unknown number, whereupon the rest escaped to the jungle. The work of destruction was then completed by burning their junks and houses in the vicinity. Two prisoners were taken, who were afterwards delivered to the Chinese authorities. In this gallant affair, Lieut. Walcutt had only one man killed and one wounded.

The *Vandalia* had also the honor of transporting His Excellency, Peter

Parker, United States Minister, from Hong Kong to Macao, and from Macao to Whamboa, from which place, accompanied by a suit of officers, and by the seamen and marines in the boats of the ships, he was escorted to Canton. In consequence of being detained so long upon the East India station, she had a great deal of sickness. Three of her officers were invalided and sent home, and others have been detached and exchanged, so that very few of the original number remain.

Nineteen of the crew have died, including six by casualties, in a complement of two hundred; a small number considering their exposure, the great length of the cruise, and the unhealthiness of the climate.—*Journal of Commerce.*

Notices to Mariners.

LIGHT HOUSES AT THE IONIAN ISLES.

The following information has been received at this office through the Department of State :

CORFU.

TUGUOSO.—This is a light situated on a rock at the entrance of the north channel in latitude $39^{\circ} 48' 10''$ N., and longitude $19^{\circ} 57' 30''$ E. The light is fixed, and may be seen in clear weather twelve miles. The height of the lantern above the water is one hundred feet. The height of the building is fifty-five feet.

CITADEL.—This light is situated in latitude $39^{\circ} 37' 05''$ N., and longitude $19^{\circ} 56' 00''$ E. It is fixed, and may be seen in clear weather twelve miles. The height of the lantern above the water is two hundred and forty feet, the building itself being thirty-two feet in height.

LEFCHIMO.—This is a light-vessel moored in five fathoms water, on the north part of the shoal, in latitude $39^{\circ} 27' 30''$ N., and longitude $20^{\circ} 04'$ E. It shows, at an elevation of twenty-seven feet above the water, a fixed light, which may be seen in clear weather from six to eight miles.

PAXO.

LAKA.—This light is situated on

Laka Point, in latitude $39^{\circ} 13'$ N., longitude $20^{\circ} 09'$ E. It is fixed, three hundred and sixty-nine feet in height, and may be seen in clear weather fifteen miles.

MADONNA.—This light is on the Madonna island, in Port Gayo, in latitude $39^{\circ} 11' 30''$ N., longitude $20^{\circ} 12' 20''$ E. It is fixed, and may be seen in clear weather ten miles. The height of the building is seventy feet, and the lantern is one hundred and seven feet above the level of the sea.

ST. MAURA.

MOLE.—This light-house stands on the end of the pier or Mole, in the north anchorage, in latitude $38^{\circ} 50' 30''$ N., longitude $20^{\circ} 42' 55''$ E. The light is fixed, and may be seen in clear weather nine miles. Its height above the water is fifty-four feet.

CEPHALONIA.

GUARDIANI.—This light is situated on the southeast extremity of the island of Guardiani, in latitude $38^{\circ} 08'$ N., longitude $20^{\circ} 26' 30''$ E. The building is one hundred feet in height, and the light is one hundred and twenty-two feet above the water, and may be seen in clear weather sixteen miles.

ST. THEODORO.—This light is situated on "Hook Point," (Port Argostoli,) in latitude $38^{\circ} 11' 13''$ N., longitude $20^{\circ} 28' 33''$ E. It is a fixed light, elevated thirty-five feet above the level of the sea, (the building being twenty feet high,) and may be seen in clear weather nine miles.

ZANTE.

CRIO NERO.—This light is situated on Cape Crio Nero, near Zante anchorage, in latitude $37^{\circ} 48' 39''$ N., longitude $20^{\circ} 54' 34''$ E. It is a fixed light, elevated ninety-three feet above the sea, (the building being twenty-five feet high,) and may be seen in clear weather twelve miles.

STROFADES.

STAMFANE ISLAND.—This light is on the Convent, latitude $37^{\circ} 15'$ N., longitude $21^{\circ} 01'$ E. It is a fixed light, elevated one hundred and twenty-seven feet above the level of the sea, and may be seen in clear weather twelve miles.

CERIGO.

ST. GEORGE.—This light is situated on a rock at the west side of Capsali Bay, in latitude 36 08 N., longitude 23 E. It is a fixed light, elevated sixty feet (estimated) above the sea, (the height of the building twenty-one feet,) and may be seen in clear weather from eight to ten miles.

(Variations of compass 9 W.)

By order of the Light-House Board:
THORNTON A. JENKINS, *Secretary*.
Treasury Department, Office Light-house Board, Washington City, August 22, 1856.

ATLANTIC OCEAN—FRANCE.

PONTAILLAC LIGHT, RIVER GIRONDE.

Official information has been received at this office, that the French government has given notice, that on the 10th July, 1856, a light alternately red and white, (each color lasting twenty seconds, without intervening eclipse,) was exhibited from the summit of a wooden tower erected on the high ground of Pontailiac, situated near the entrance and on the north bank of the river Gironde, on the west coast of France.

The tower is 104 feet high, and the light 177 feet above the level of the water, and should be visible fifteen miles in clear weather. It stands in latitude 45 38 10 N., longitude 1 3 42 W. of Greenwich.

The north channel leading into the Gironde is lighted already by three lights, exclusive of that of Cordouan; one on Point de la Coubre, the second on Point de la Falaise, and the third on the tower of Terre Negre.

SAILING DIRECTIONS.—In entering the Gironde by the north channel at night, bring the white fixed light of Terre Negre on with the red and white light of Pontailiac, and keep them so until the Point de la Coubre light bears N. N. E., then alter course immediately, and steer for the revolving light of Cordouan, until you have brought the lights on Point de la Falaise and Terre Negre in one. Steer for and keep these lights in one until Cordouan light bears S. S. W., after which alter course to S. E. by S.

(All courses and bearings are magnetic.—Var. 20 45 W.)

By order of the Light-house Board:
THORNTON A. JENKINS, *Secretary*.
Treasury Department, Office Light-house Board,

Washington City, August 22, 1856.

MEDITERRANEAN SEA.

LIGHT ON MOUNT NAVIDAD,
CARTAGENA.

Official information has been received at this office, that the Spanish government has given notice that on the 15th July, 1856, a fixed light, of the natural color, was established on Mount Navidad, on the west side, at the entrance of the Port of Cartagena, in the province of Murcia.

The illuminating apparatus is catadioptric, of the fourth order; the light is placed at a height of 125 English feet above the level of the sea, and should be visible ten miles in clear weather. It stands in latitude 37 35 30 N., longitude 0 58 37 West of Greenwich.

Every vessel entering the port of Cartagena by night, and intending to anchor on its eastern side near the powder magazine, or near the suburb of Santa Lucia, should always keep the light in sight slightly open of Navidad Point, taking care not to lose sight of it, so as to pass clear of the shoal named the Laja, within the harbor.

On the contrary, if the intention is to anchor in the part of the harbor known by the name of the Espalador Grande, the vessel should lose sight of the light, by keeping as close as possible to Navidad Point.

LIGHT ON CAPE HUERTES,
ALICANTE.

Also, that on and after the 15th day of August, 1856, a fixed light of the natural color, would be exhibited on Cape Huertes, in the province of Alicante, in latitude 38 20 30 N., longitude 0 22 37 west of Greenwich.

The apparatus is catadioptric, of the fourth order. The light is placed at a height of 124 feet above the level of the sea, and should be visible at a distance of ten miles in clear weather.

By order of the Light-house Board :
 THORNTON A. JENKINS, *Secretary*.
 Treasury Department, Office Light-
 house Board,
 Washington, D. C., Augt 22, 1856.

POINT BONITA,
 NORTH HEAD, SAN FRANCISCO BAY,
 CALIFORNIA.

Notice is hereby given that a Fog-Bell of 1500 pounds has been placed on the bluff just in front of the Light-house Tower, at Point Bonita. The bell with the machinery, is in a frame building, open in front on a level with the ground, and will be struck during foggy and thick weather, six blows at intervals of 16 seconds each, followed by a pause of 44 seconds. The bell is elevated 270 feet above the sea. The firing of the fog gun will be continued, as usual, until further notice.

By order of the Light-house Board :
 HARTMAN BACHE,
Maj. Topogl. Engs. Br. Maj.

Office 12th Light-house District,
 SAN FRANCISCO, Cal., Aug. 6, 1856.

BOSTON BAY, MASS.

The light-house on Egg Rock having been completed, will be illuminated on the night of September 15, 1856, and every night thereafter, from sunset to sunrise.

The house is square; one and a half stories in height; it is white-washed and surmounted by a tower elevated three feet above the roof, and capped with an iron lantern.

The illuminating apparatus is a 5th order lens, elevated eighty-seven feet above high-water mark, and should be visible under ordinary states of the atmosphere about 10 miles.

The following magnetic bearings from this station are given :

Graves Bell Boat, S. E. by S.

Nahant (East Point), S. 1-2 E.

Methodist Church, Swampscot, N. N. W. 1-2 W.

Half-tide Rock Beacon, N. 1-4 W.

Outer Dry Pig Rock, N. E. 1-4 N.

By order of the Light-house Board :

C. H. B. CALDWELL,
Light-house Inspector, 2d District.
 BOSTON, Mass., August 30, 1856.

BAR AND RIVER OF ST. MARY'S,
 GEORGIA.

The buoys on the bar and river of St. Mary's, Ga., are now arranged in the following order:

Bar buoy is a second class iron nun, painted with black and white perpendicular stripes. This buoy is just outside the bar, in 24 feet water at low tide, and can be passed on either hand; the light-house bears S. W., (the general course over the bar.)

Second buoy is a third class iron can, painted black, with the No. 1 in white. This buoy is just inside the bar, in 13 feet water at low tide, near the edge of the South Breakers, and must be left on the port hand entering.

Third buoy is a second class iron nun, painted red, with the No. 2 in white. This buoy is in 13 feet water at low tide, near the edge of the North Breakers, and must be left on the starboard hand entering.

Fourth buoy is a third class iron can, painted black, with the No. 3 in white. This buoy is in 12 feet water at low tide, near the edge of the South Breakers, and must be left on the port hand entering.

Fifth buoy is a second class iron nun, painted red, with the No. 4 in white. This buoy is in 14 feet water at low tide, near the inner point of the North Breakers, and must be left on the starboard hand entering.

Sixth buoy is a second class iron nun, painted black, with the No. 5 in white. This buoy is in 18 feet water at low tide, and is placed near the shoal running off from Amelia island, and must be left on the port hand entering.

Seventh buoy is a second class iron can, painted black, with the No. 7 in white. This buoy is in 16 feet water at low tide, near the edge of Tiger Island shoal, at the entrance of the Fernandina river, and must be left on the port hand going to St. Mary's.

Eighth buoy is a second class iron nun, painted with black and red horizontal stripes. This buoy is in 12 feet water at low tide, and is placed on the point of shoal formed by the

junction of the St. Mary's and Cumberland rivers.

By order of the Light-house Board:

C. MANIGAULT MORRIS,

Light-house Inspector, 6th Dis't.
CHARLESTON, S. C., Aug. 20, 1856.

Disasters.

Schr. Alert, from Alexandria for Boston, was fallen in with in a sinking condition, July 9th, Montauk bearing N. E. 30 miles, by brig M. Hall, at Holmes Hole, which took off the crew.

Ship Samuel, of St. John, N. B., from Liverpool for Boston, went ashore on a small island near Cuttler, Me., on the 14th July. Vessel and cargo totally destroyed.

The brig Pacer, of Bangor, Strout, from St. Domingo for New York, was lost on Fortune Island on June 2d; captain and crew saved.

Br. schr. Foreigner, from Pictou for Boston, was capsized in Broad Sound 6th inst., during the squall, and sunk in fifteen minutes. One man was drowned.

Brig Harbinger ashore at Fire Island, has bilged, and will undoubtedly be lost.

Southampton, July 4—The steamer Madrid which arrived last night, brings intelligence of the total loss of the Am. brig Columbia, Kippen, from New York for Malaga. The brig was off the Western Islands night of 17th June, steering an E. N. E. course, when she came in contact with the barque Victoria, of Liverpool, and immediately sank. The whole of the crew were saved.

Brig Marselloise, from Rockland for New Orleans, with 2300 bbls. lime, experienced the hurricane on the 28th August, when about 40 miles S. E. of Tortugas, at 9 P. M., the vessel was discovered to be on fire, she laboring hard at the time; cut away foremast to ease her. On the 30th, shipped a heavy sea, which stove afterhouse, and washed every thing out of it. On the 2d, captain and crew were taken off by the ship Orphan, and carried to New Orleans. They saved nothing but a few articles of clothing.

Barque St. Lawrence, of New York, burnt up at the Belize, experienced the hurricane on the 28th August, and on the 30th was discovered to be on fire; in a few minutes after the pitch on the deck was all melted; Captain Stetson and crew took to the boats, having barely time to escape, saving nothing but a barrel of water and one barrel of bread, and about three hours after she burnt to the water's edge and sunk. The boats shaped their course for New Orleans, and had proceeded about 100 miles, when on the third day after leaving the wreck they were picked up by ship Indiana, from New York, and carried to New Orleans.

Fr. barque Marie, Captain Le Port, of Marseilles, from Matanzas, Cuba, bound to Marseilles, went ashore the night of the 27th August upon Loo Key, and soon after broke to pieces. Five of the crew escaped to the shore; the rest were lost. The two mates were saved. Captain and supercargo lost.

The U. S. transport schr. Active, Ellis, from Tortugas, bound for Key West, was driven ashore on Bird Key shoal, and became a total loss.

Brig Niagara, from Pensacola for Havana, with lumber, was dismasted and became waterlogged in the gale of the 29th August. Captain and crew taken off by ship Creole at New Orleans.

Havana, Sept. 6—A violent storm occurred at Sagua-la-Grande, 27th and 28th August.

Schr. Wm. Brown, bound to Georgetown, D. C., struck on the 18th August on Egg Harbor bar, and was compelled to run ashore, she being in a sinking condition; she has proved a total loss.

Capetown, July 10—The Sunny South, of St. John, N. B., from Akyab for Falmouth, was abandoned June 24. Master, mate, and ten hands arrived here July 5 in the Guiding Star, Grayburn, from Singapore; the remainder of the crew were put on board a Dutch barque.

Matthew Town, Ina., Aug. 14.—Br. brig Bessy, from Kingston, Jam., was totally lost on the South point of Inagua on the 6th Sept.

New York, November, 1856.

For the Sailor's Magazine.

HAVRE, SEPT. 22, 1856.

DEAR BROTHER:—I find in my note-book the following memorandum, which, for the sake of surviving friends, should have appeared in the July No. of the Magazine.

"Died on the 4th of May, 1856, in the hospital, at Havre, France, Charles Henry Johnston, aged 25 years and 10 months, a native of Lancaster, Pa., a sailor from off the American ship Republic, from Apalachicola to this port. Having a step-brother in Lancaster by the name of William Whipper, to whom he was very much attached he requested that he might be informed, through the Magazine, of his death."

From the first entrance of this young man into the hospital, I visited him from day to day. He was a light mulatto of delicate frame and constitution, whose whole mien and manner were more befitting the effeminate duties of a nursery than the rough and tumble of a sailor's life. He was fully aware that that insidious foe, *Consumption*, had fast hold of him, and that no human power could deliver him. I found easy access to his heart and feelings. His conscience seemed tender, his mind gradually opened to the truth, and I verily be-

lieve the Spirit of God so wrought upon him, that ere he died, he embraced the truth in the love of it—When dying, in my absence, one of the nurses, in his fright, ran into another ward and called a Romish Priest, who came with a crucifix, held it before his face, begging him to kiss it; but he turned his face away, and fastening his eyes upon a fellow sailor, lying in the next cot, he whispered to him, saying, "tell Mr. Sawtell I die a christian and a protestant."

The close connection and frequent collisions I have here in Havre, with Roman Catholics, around the sick bed and the open grave, reveal some rare specimens of human weakness and prejudice, worthy of the pencil of an artist.

Not long since, I was sent for to attend the funeral of a sailor, who had died suddenly at his boarding house. On reaching the cemetery with some twenty or thirty sailors, who had accompanied the corpse, I stepped forward to the grave, to make an address, and offer prayers, as I am wont to do on such occasions, when a stout, bullying Irishman rushed from the ranks towards me, swearing

"that there should be no protestant service at that grave, that he knew the man to be a Catholic":—and suiting his actions to his words, he blustered furiously about, to the astonishment of all beholders, till at length he dropped upon his knees, on the pile of earth and mud thrown from the grave, the rain pouring down in torrents, and turning his eyes like a winking Madonna upon the coffin, he began his pantomimes, making all sorts of grimaces, crosses and manipulations, and, as if determined to see him safe through purgatory, he held on until his fellow sailors, dropping off one by one, left him very much in the position of the old prolix preacher, who, on reaching the 27th head of his discourse, found his audience reduced to a single man, and that man, the Sexton of the church. Nothing daunted, however, he went on to the 37th, when the Sexton's patience gave out, and walking softly up to the pulpit, lays down the keys, and very modestly whispers into the ear of the good man, "*please Sir, when you have finished, lock up the house.*"

Napoleon the Great said, "there was but a step between the sublime and the ridiculous"—but in many scenes I witness here, there is less than a step between the "solemn" and the "ludicrous." In this case, however, I was able to preserve my gravity, and stood still, a gentleman holding an umbrella over my head, while this deluded man was going through his comedy, and the audience having left, we retired in silence from the grave, to reflect upon this strange delusion, leaving the sequel to the discretion of the Sexton. It being a protestant cemetery, I had the undoubted right to command silence, but considering the time, the place and the circumstances,

I thought it wise and prudent to show no fight, either with the beasts of Ephesus, or the frogs of the Apocalypse.

There are at this time quite a number of cases at the Hospital, of young sailors who manifest deep seriousness, receive Testaments and tracts, and read them with intense interest. Two of them are anxiously enquiring the way of salvation, of whom I may speak again hereafter—indeed the Hospital is a very important and interesting portion of my field.

Let christians who live on land, in ease and luxury, remember the Sailor in their prayers and their alms, and let them reflect, how much of their luxuries and their wealth have flowed into their coffers through the hard toils and watchings, and perilous adventures of those "who go down to the sea in ships, and do business in great waters."

E. N. SAWTELL.

Mr. S. adds, in a business letter accompanying the above:—

"There has been a steady gain and a regular increase in the congregation for the last three months, and more than the usual number of seamen, especially of masters and officers, but nothing of special interest has occurred."

Improvements are being made by the government in the city of Havre, which will have the effect of rendering the Chapel there, much more accessible than formerly.

"The great Hotel de Ville, or what we should call the City Hall, is now rapidly going up very near the Chapel, and when completed with its beautiful grounds, and fountains and jets of water, it must vastly increase the value of property in that vicinity.—The old ramparts are also nearly demolished, and new streets and ave"

nues cutting out in all directions, making the Chapel more and more accessible to all parts of the docks."

St. John's Chaplaincy, N. B.

CHAPLAIN'S REPORT FOR AUGUST 1856.

Meetings at the Marine Hall..

These occur every Sabbath at 11 o'clock A. M. and at 3 P. M. The afternoon meetings are fully attended and impressive. The 2 o'clock prayer meeting is always taken up by seafaring persons who hope in the mercy of God.

The same is true of our Monday and Friday evening meetings for prayer, praise and addresses.

SUNDAY SCHOOL.

The Bethel Union Sunday School organised a few weeks ago, has increased twenty, the past month, and now numbers 40 scholars, with 8 teachers, and we have furnished for them a new library.

TRACT AND BIBLE DISTRIBUTION.

We have two Tract distributors.—A converted sailor goes from ship to ship every Sabbath morning and in addition to scattering religious and temperance tracts, he furnishes the Scriptures to any who want them. Judging from his reports, his conversation with sailors and labors among them are not in vain in the Lord. Your Chaplain has written about twenty letters to commanders of ships, accompanied by packages of well selected tracts, magazines and other good reading for sailors when at sea, aside from many packages without letters.

VISITING.

Any amount of visiting could be done in this city to good advantage to the cause of truth and salvation.

Thousands are little cared for, hundreds of whom are accessible, and would prize instruction, commended by an exemplary life. There is not in this city, of 30,000 any minister at large; and hence the very poor are much neglected. In this department I do what I can, often leaving immortal minds penitent and tender to

tears. I trust in the Lord Jesus that our going forth bearing precious seed will be owned of Him who says "my word shall not return unto me void, but it shall accomplish that which I please, and it shall prosper in the thing where to I send it."

Asking an interest in your prayers, I have the pleasure of being yours in labors of love for the Sailor.

E. N. HARRIS.

St. John, Sept. 4th, 1856.

Under date October 6, Mr. Harris writes:—

Our Bethel meeting on the third Sabbath of Sept. was unusually good. Several ministers were present and took an active part in the exercises.

The first delivered a very searching discourse, followed by addresses from the other two brethren. The Hall was crowded, and among them were more than sixty sailors; and it is evident that they did not all hear in vain, in as much as nine returned, to understand the way to heaven more perfectly. These belonged to the American Ship 'Hez. Williams,' and were all the sons of Maine.

We gave them the best instruction we could, and furnished them with such tracts as they wanted, with which they left in company for their ship; where may it please God to give them convicting and soul-saving grace. We could not suppress fervent breathing at the mercy seat, that those seamen may know God, "whom to know is life eternal."

For the Sailor's Magazine.

LAHAINA, July 20th, 1856.

For more than two months but a single foreign vessel has touched at this port, and that a whaler in need of an officer, having lost her first mate by the treachery of the savages of Easter Island, who did not even wait for the boats to land, but rushed into the water, seized and upset one, and attempted to do the same with the other. The mate in command was killed, and the boatsteerer captured. The rest of the men, entirely naked, succeeded in reaching the Captain's boat. So desperate for

plunder were the savages, that the next day they endeavored to use their captive as a decoy, by means of which to seize the boat sent in for his rescue. The superior stratagem of the Captain succeeded in rescuing the man and defeating their murderous cunning.

But though we have no foreign ships now, the number of our coasters is increasing. No less than sixteen schooners of respectable size, trade between Honolulu and this port and ports beyond, and are all doing a prosperous business. On them are employed many American seamen as masters and officers.

A new and alarming form of depravity among seamen is attracting much attention out here, one which touches the pockets of owners and insurers more directly, though not more surely or ruinously than other less regarded vices. It is the burning of ships by their crews. I think that within the last three years there have been not less than a dozen cases in which ships have been set on fire in the hold, and saved only by the most strenuous exertions, and then with considerable damage. In some cases entire destruction of ship and cargo ensued. I may mention the *Saratoga* and the *E. F. Mason*, which were on fire at sea while sailing in company. These were not destroyed. The *Helen Augusta* was burned last spring at new Zealand, and we hear that the *George Washington* has shared the same fate. This state of things is appalling in the evidence it exhibits of reckless depravity, and of a perverted public sentiment among seamen. They believe that constant frauds are practised upon them with the connivance of owners, in consequence of which it is rare that a seaman ever receives anything at the end of a voyage, be it long or short, having taken up all his earnings in a pretended advance of clothing. Add to this the ordinary grievances of shipboard, and extraordinary ones too, and it is not wonderful that burning a ship has become so little disreputable, that the more abandoned ones actually execute the deed, while the rest talk about it without detestation.

I am happy to report an interesting triumph at this place of the No-License over the License party. On the one side are the majority of the most respectable whites, and all the respectable and pious of the natives. On the other, the liquor sellers, the dissolute, and a few otherwise more reputable. The latter have for several years been endeavoring to have licenses issued to retail ardent spirits as in Honolulu; and they have gained the ear of the King, with an influential portion of the Privy Council and House of Nobles, who are opposed to Teetotalism in principle and practice. They urge however, that it will diminish drunkenness. It is true enough that illegal liquor selling is abominably prevalent here, and that many get drunk on spirits and horrible "beer," made of hops and molasses, and tintured with strong tobacco, with a piece of soap thrown in to make it frothy. This is owing to the inefficiency of the police, under the neglect and disinclination of the higher authorities. It is urged that a couple of licenced houses would end this illegal selling, and diminish the traffic, and a few worthy people have been led to believe it. But the large majority of Lahaina are invincibly opposed, and demand more stringent measures of repression instead of a legal sanctioning of the murderous traffic. This year for the first time, the license bill for Lahaina, which had been pressed every year, was carried in the Lower house of the national Legislature, and was likely to become a law. But the *people* were not disposed to see their wishes thus ridden over. The natives were filled with indignation, and of their own accord, unsolicited by any missionary or foreigner, held a great indignation meeting, passed stirring resolutions, and sent on a strong petition to the King and one to the young lady Premier, who is on the right side.

The result was that the King hesitated to sign the bill, as he was inclined to do. His Privy council discussed the subject actively for two days, and at last decided in our favor. The discussion was said to have been very warm, and to have ended with a close

vote. Is not this a thing for congratulation? English influence is strong in the government, and in favour of liquor. The friends of seamen owe our native christians many thanks, for keeping the enemy of sailors still at bay by their gallant defence of temperance. Who will hold their moral energies in contempt now? They have shamed our white community by their superior zeal for the right.

Truly yours

S. E. BISHOP,
Seamen's Chaplain.

Dedication of the Chapel

OF THE SAILOR'S SNUG HARBOR.

The day selected for this interesting service, Monday the 13th of Oct., was, after a dubious morning, bright and balmy as an Autumnal day could be.

At one o'clock P. M. a large number of invited guests consisting of ship owners, merchants, professional gentlemen, and their wives and daughters assembled on board of the boat which was to convey them to the Island home of the weather-beaten and worn out tars of our marine service. Forty minutes steaming brought us to the Snug Harbor, on the Island of Palaces.

A short walk and we entered the new Chapel, a neat little Church of fine, simple architectural beauty. The body slips were already occupied by nearly three hundred inmates of the Harbor. Some three hundred ladies, and gentlemen visitors filled the remainder of the house. After the 100th Psalm, "Before Jehovah's awful throne," was sung by the choir; the Scriptures—a part of the prayer of king Solomon at the dedication of the Temple were read and prayer offered by Rev. Wm. Berrien, D. D., of the Episcopal Church, one of the trustees of the Randall fund.

A discourse was delivered by Rev.

W. W. Phillips, D. D., of the Presbyterian Church—another trustee. The text was the first verse of the eighty fourth Psalm, "How amiable are thy tabernacles O Lord of hosts." No synopsis of the discourse, which we can give within the limits allowed to this article, would do justice to it. It was a business-like, simple, earnest, rich exhibition of sweet Gospel truth, admirably appropriate to the occasion, closing with an address to the old men from the sea, simple, touching, and well adapted to their circumstances. We are sure no pious heart could look over that congregation of old sailors, without gratitude to God for this "Snug Harbor," where they may "haul up and refit" for "the Haven of everlasting rest;" and without an aspiration, that in this Tabernacle now dedicated to God, they might be born into that "Temple not made with hands, eternal in the heavens." After the concluding prayer by the preacher, and a hymn by the Choir, the benediction was pronounced by Rev. I. Ferris, D. D., of the Dutch Church, Chancellor of the University of New York.

From the Church the company were conducted by Capt. De Peyster, Governor of the institution, to the large dining hall, where ample provision had been made for a collation. To wind up that with an intellectual dessert, Charles King, L. L. D., President of Colombia College, was called on for a speech. He contrasted the condition and prospect of this charity and bequest to the trusteeship of clergymen with laymen and civil officers, with its Church just dedicated, and its moral and religious influences; with a charity and bequest in a neighboring city with its institution of learning, into which no minister of the Gospel must enter. He concluded

by pointing the Gentlemen and Ladies to another charity on these grounds—The Sailor's Orphan Asylum, not yet endowed by the pious dead, but dependant on the living charity of the living, and a contribution box awaiting their charities. The hint was taken, and the bills from merchants' pocket, for a time flowed quite freely into it. Thus ended this delightful service in the beautiful Isle consecrated by Christian Charity. It is a relief to retire from this bustling city now and then, to it, and a greater relief to turn from the weariness of *money getting* to the luxury of *money giving*.

Ladies' Aid and Protective Soc'y, San Francisco, Cal.

We have just received a communication from the Secretary of the 'Ladies Aid and Protection Society, for the Benefit of Seamen, of the Port of San Francisco,' containing a report of their first public meeting, and a circular of the society to the public of California, for aid in the good work, also a list of the officers of the Society; which we take pleasure in transferring to our pages, wishing the Ladies abundant success.

Ladies' Aid and Protection Soc'y.

This institution held a meeting last night at Musical Hall, for the purpose of considering the general object which it is designed to promote, and to devise means for its accomplishment. There was quite a numerous audience in attendance, and the exercises were highly interesting and instructive. The meeting was opened by ex-Mayor Webb, who read the Constitution and By-Laws of the Society, and stated the object of the present meeting, which was the raising of funds to enable the Society, organized sometime since, to enter upon the active prosecution of its duties.

At the conclusion of his remarks, a company of gentlemen who had volunteered for the occasion, sung a quartette in admirable style; after which, the Rev. Dr. Scott pronounced an address, in which the subject was handled in an able and pleasing manner.

After Dr. Scott had closed his address, Commodore Farragut, who was on the stage, was introduced to the audience, and made a few remarks which were received with strong expressions of approbation.

Another glee was then sung, when Mr. Hennel was introduced, and spoke for a short time. His observations, though brief, were highly applauded, and being followed by another well executed quartette, closed the performances for the evening.

A contribution was then taken up, which amounted to \$163 45. Doctor Cushing, Captain Farwell, and Capt. Blethen, contributed \$50 each, which constitutes them life members of the Society.

TO THE PUBLIC.

The Ladies' Aid and Protection Society, for the Benefit of Seamen, of the Port of San Francisco, beg to present to you a subject fraught with painful interest to every truly benevolent citizen in our State, viz: the moral condition of seamen in this port. Should a history of the sailors' wrongs and degradation be written, it would furnish a picture, that would cause the heart of humanity to turn with horror from the scene.

If we would elevate the moral condition of seamen, we must have a place of refuge, where the sea-beaten, toil-worn, shipwrecked mariner may find a shelter and a home; where he will be surrounded by salutary influences, and mingle in respectable female society, and be recognized as part of the human family.

It is true that calls have been made, and met with a noble response from the public, to establish Bethels. This "ought ye to have done, and not to leave the other undone."

A few ladies, who have taken a deep interest in that most useful but neglected class of men, have associated themselves together for the pur-

pose of relieving "shipwrecked and destitute seamen, and to protect seamen against the pernicious influences and injustice to which they are subjected in this port." Relying upon the blessing of God, and the justness of their cause, they hope to be able to light up the future of many of Ocean's sons, but their efforts, unaided, will avail but little; they therefore, in good faith, and acting in accordance with a clear sense of duty, appeal to a generous public for support.

The sailor has a peculiar claim upon society. While you enjoy your comfortable homes, and the society of friends, he is far away from all that is dear, braving the ocean's storm, cold and heat, and every danger incident to a sailor's life, to supply you with luxuries and many of the comforts you possess. To the sailor you entrust not only your property, but your heart's dearest treasures—your wives and little ones; and nobly does he fulfill his trust. Will you not in return show your gratitude in aiding to protect him from the quicksands and shoals that surround him on shore? His isolated condition prevents him from associating with others for mutual protection, as he is necessarily a bird of passage. He has no means of defending himself against the snares spread for his feet as soon as he enters the Golden Gate. We ask again, will you aid us in our labor of love? We are willing to give our time and energies, but we have not the means. In prosecuting our enterprise we expect to meet with difficulties and discouragements. Such undertakings have succeeded elsewhere, and accomplished much good. We see no reason why a fair experiment should not be made here.

As to the need of a Sailor's Home, such as it is now proposed to build, there can be but one opinion among persons acquainted with the accommodations which have been provided for seamen in San Francisco; this necessity increases yearly, with the increase of commerce. This Society is not *Sectarian* or *connected with any Bethel enterprise*, but works for the moral and intellectual improvement of seamen, and it is the

first *organization* for the benefit of seamen on the Pacific coast.

The Society contemplate renting a house until sufficient funds can be obtained to erect a suitable building upon ground which we hope some philanthropist will donate us—that there are such we feel confident.

The Ladies have already prepared a wardrobe for the shipwrecked and destitute, where they can be supplied with clothing by applying to the Wardrobe Committee, No. 80 Davis street.

Mrs. R. H. Lambert is the Society's Financial Agent. Any donation or memberships will be thankfully received and duly acknowledged by her, at the above address.

The payment of \$5 constitutes an Annual Member; the sum of \$50 a Life Member.

The following is a List of the officers of the Society.

Mrs. C. Thomas, First Directress
Mrs. C. D. Knight, Second Directress.
Mrs. E. Peck, Corresponding Secretary.
Mrs. A. M. Van Loan, Recording Secretary.
Mrs. H. B. Cushing, Treasurer.

Board of Managers.

Mrs. A. M. Snyder, Mrs. R. H. Lambert, Mrs. E. Beach, Mrs. E. F. Burbank, Mrs. D. Smith, Mrs. M. P. Gray, Mrs. M. Parker, Mrs. M. Tracy, Mrs. S. M. Goodall, Miss H. J. Bunker, Mrs. M. N. Thurston, Mrs. M. P. Shirley, Mrs. M. A. Griffith, Mrs. E. Stringer, Mrs. A. C. Hinckley, Mrs. E. H. Dennis, Mrs. L. E. Simongton, Mrs. M. F. Burns, Mrs. Ellen Platt, Mrs. H. Kittridge.

Board of Trustees.

S. P. Webb, Esq., L. Peck, Esq., Capt. J. H. Blethen, Capt. Wm. C. Hinckley, J. R. Rollinson, Esq., Capt. I. Swain, Capt. J. C. Hoit.

Extract from a recent speech of John B. Gough.

Of those who began this work some are living to-day, and I should like to stand now and see the mighty enterprise as it rises before them. They worked hard. They lifted the first turf—prepared the bed in which

lies the corner stone. They laid it amid persecution and storm. They worked under the surface; and men almost forgot that there were busy hands laying the solid foundation far down beneath. By and by they got the foundation above the surface and then commenced another storm of persecution. Now we see the super-structure, pillars, tower after tower, column after column, with the capitol, emblazoned, "Love, truth, sympathy, and good will to all men." Old men gaze upon it as it grows up before them. They will not live to see it completed, but they see in faith the crowning cap stone set upon it. Meek eyed women weep as it grows in beauty; children strew the pathway of the workmen with flowers. We do not see its beauty yet—we do not see the magnificence of the super-structure yet—because it is in the course of erection. Scaffolding, ropes, ladders, workmen ascending, mar the beauty of the building, but by and by when they who have labored shall come up over thousands of battle fields sown with bright grain never again to be crushed in the distillery—through vineyards where trellised vines with grapes hang in all their purple glory, never again to be pressed into that which can debase or degrade mankind; when they shall come through orchards, under trees hanging thick with golden pulpy fruit, never to be turned into that which can injure or debase—when they shall come up to the last distillery and destroy it, to the last stream of liquid death and dry it up, to the last weeping wife and wipe her tears gently away, to the last little child, and lift him up to stand where God intended that mankind should stand, to the last drunkard and nerve him to break the burning fetters, and make a glorious accompaniment to the song of freedom by the clanking of the broken chains—then, ah! then will the capstone be set upon it, the scaffolding will fall with a crash, and the building will stand in its wondrous beauty before an astonished world.

A NATION OF METHODISTS.—The mission to the Friendly Islands has

been so successful that the nation of Methodists, and the whole population, from the Kiug (who is a "local preacher,") down to his meanest subject, attend the Wesleyan ministry. These Islands sometimes go by the name of Tongs. They consist of 150, and lie in the Pacific ocean, between latitude 13 degrees north and 25 degrees south, and longitude 172 degrees west and 176 east.—They were discovered by the navigator Tasman in 1643, but received their collective name of Friendly Islands from Captain James Cook.

The Young Printer Abroad.

When quite a youth Franklin went to London, entered a printing office, and inquired if he could get employment as a printer?

"Where are you from?" inquired the foreman.

"America," was the reply.

"Ah!" said the foreman, "from America! a lad from America seeking employment as printer! Well, do you really understand the art of printing? Can you set type?"

Franklin stepped to one of the cases, and in a very brief space, set up the following passage from the first chapter of the Gospel of St. John.

"Nathaniel saith unto him, can any good thing come out of Nazareth? Philip saith unto him, come and see."

It was done so quick, so accurately, and contained a delicate reproof, so appropriate and powerful, that it at once gave him character and standing with all in the office.

My Father's Will.]

A pious old man was one day walking to the sanctuary with a New Testament in his hand, when a friend who met him, said, 'Good morning, Mr. Price.'—'Ah, good morning,' replied he; 'I am reading my Father's Will as I walk along.' 'Well, and what has he left you?' said his friend. 'Why, he has bequeathed to me a hundred fold in this life, and in the world to come life everlasting.' This beautiful reply was the means of comforting his Christian friend, who was at the time in sorrowful circumstances.

Account of Moneys.

From Sept. 15th to Oct. 15th, 1856.

Directors for life by the payment of Fifty Dollars.

Rev. T. Suydenham Ward,
by Pres. Church, Carbon-
dale, Pa., \$50 00

Members for life by the payment of Twenty Dollars.

Mrs. Amzi Dodd, Newark, N.
J., by Mrs. B. O. Canfield,
(amount acknowledged be-
low.)

Miss Maria Eudocia Foote,
New Haven, Ct., by Augus-
ta R. Street, (amount ac-
knowledged below)

Rev. S. G. Willard, by Con'l.
Soc'y., Willimantic, Ct., (in
part) 11 57

Rev. Henry A. Riley, by Pres.
Church, Montrose, Pa. 20 00

Rev. I. E. Swallow, by Cong'l.
Soc'y., Nantucket, Mass., 20 00

Deacon E. R. Folger, " 20 00
Francis I. Jenkins, by Cong'l.
Ch., Bellerica, Mass. 21 62

Rev. James L. Merrick, by
South Ch., Amherst, Mass., 25 00

Alfred M. Kingman, by Mon-
ument Church, Deerfield,
Mass., 20 00

Donations.

From Mrs. Amelia Potter,
Kingsboro, N. Y., 10 00

" First Cong'l. Soc'y.,
Stamford, Ct., 47 11

" First Cong'l. Soc'y.,
Darien, Ct., 10 61

" North Church, New
Haven, Ct., 79 53

" South Church, New
Haven, Ct., 36 00

" Wm. H. Bonnett, New
York, 25 00

" Second Pres. Church.
Morristown, N. J., 65 56

" First Church, New Ha-
ven, Ct., 162 43

" Anson G. Phelps, N. Y., 100 00

" Young Ladies Seam.
Frd. Society, Attle-
boro, Mass., 36 00

From Refor'd Dutch Church,
Flat Lands, N. Y., 36 69

" First Church and So-
ciety, Meriden, Ct., 52 00

" Balance from Cong'l.
Soc'y., Darien, Ct., 1 75

" Balance from Cong'l.
Society, Stamford,
Ct., 1 00

" Balance from Pres. Ch.,
Springfield, N. J., 17 00

" Pres. Ch., Madison, N.
J., (in part) 27 84

" Pres. Church, Green
Village, N. J., 3 77

" Meth. Epis. Church,
Madison, N. J., 8 43

" Friends in New Roch-
elle, N. Y., by Mrs.
Lester, 6 75

" First Ecclesiastical So-
ciety, Hartford, Ct., 198 50

" First Cong'l. Society,
Woodstock, Ct., 5 81

" Seamen's Concert of
Prayer, in Cong'l.
Soc'y., Thomaston,
Me., 7 00

" Reformed Dutch Ch.,
Poughkeepsie, N. Y. 37 55

" Cent'l Baptist Church,
Poughkeepsie, N. Y., 7 94

" Allen street Pres. Ch.,
New York, 59 73

" Two Friends in
Bloomfield, N. J. 15 00

" Cong'l. Soc'y., Fram-
ingham, Mass., 33 00

" Broadway Ch. and So-
c'y., Chelsea, Mass., 39 50

" Cong'l. Society, East
Hawley, Mass., 11 15

" Salem street Church
and Soc'y., Worces-
ter, Mass., 10 29

" Rev. T. Aitkin, Sparta,
N. Y., through Rev.
J. L. Elliot, 1 00

" Two Friends, do do 1 50

Legacies.

Late Henry Whittelsey, of
Catskill, N. Y., last
installment, 357 14

\$1,698 29